

SEEING OGDEN GLOBE THEATER

ON ACCOUNT OF THE BIG CROWDS AT THE GLOBE THEATER DURING THE RUN OF THIS PICTURE A GREAT MANY PEOPLE WHO WERE UNABLE TO GET IN, HAVE REQUESTED US TO KEEP IT ON LONGER, AND WE HAVE CONCLUDED TO RUN THE PICTURE THE REMAINDER OF THIS WEEK.

GLOBE THEATER UNTIL SUNDAY NIGHT
10 CENTS **CHILDREN 5 CENTS**

CONDEMNS THE MIDLAND AUTO ROUTE

That the Midland trail will not be the first transcontinental highway adopted for the use of automobiles is the opinion of Secretary J. D. Larson of the Ogden Publicity Bureau who made the trip by automobile from Denver to Salt Lake with the Indiana automobilists. In his report, as read to the directors of the bureau, the secretary states that, despite the good work done on the road, the very nature of the road conditions makes it almost impossible for a good automobile highway to be constructed.

Because of the poor condition of the Midland trail and the advantages of the Overland trail, the Weber club and Publicity Bureau will take steps to urge the adoption of the road through Wyoming and Weber Canyon as the official road.

The following is the secretary's report of the trip to the board of directors of the Publicity Bureau:

"After making the trip from Grand Junction to Salt Lake City in automobile over the Midland Trail, I am pretty thoroughly convinced that the Midland trail as far as Utah is concerned cannot be the first transcontinental highway.

"In the first place it is a barren waste of country lined with arroyos which are continually renewed by quick thunderstorms which approach unheralded and when you least expect them. To bear out this assertion, I traveled in car No. 1, on the first day out of Grand Junction and we made good headway but noticed just back of us a black cloud which came on suddenly. This cloud poured out water to such an extent that five cars were forced to stop at Thompsons, not reaching Green River until the following morning.

"The building of a permanent highway through the desert would be very expensive inasmuch as material for the road building would have to be hauled in and as it is a distance from the railroad, it would mean added expense. There is little water and, if a person were unfortunate enough not to carry water and have a breakdown, it would be decidedly unpleasant.

"It was not the opinion of many of the automobile men on this tour that this road would be seriously considered as the first transcontinental highway. In fact, several of them stated that this road was not in the running and commented for more favorably on the Overland route, better known to them as the 'Route through Wyoming.'

"The trip was an important one in its results for Ogden. As has been explained to you before, there were reasons which forced the Indiana automobilists to turn back and cancel their engagement here on Saturday. These reasons were mainly because of the condition of the roads over the Midland trail. It was expected that this party would reach Salt Lake City, Thursday afternoon. Instead, they did not reach there until Saturday evening and the cars were in such shape that the drivers were forced to give them a little overhauling before continuing on Sunday morning over the desert south of the lake.

"As far as the party was concerned, ninety per cent of those traveling on this tour were factory men or chauffeurs representing the respective cars on the tour. They were in no way connected with the placing or the recommendation of a national highway as has been indicated through some publications. Really, the influential men as far as a transcontinental highway is concerned,

were Carl G. Fisher, former Mayor Bookwalter of Indianapolis and Mr. Gilbreath of the Indianapolis Chamber of Commerce. These men, as you know, were our guests on Saturday and will be able to do us a great deal of good in the locating of the first national highway.

"The fact that the Indianapolis automobile tourists took the Midland trail will be an adverse advertisement, I believe, to the Midland trail because of the condition of the road between Grand Junction and Green River and Green River and Price. It was almost the unanimous sentiment that this road would never be considered as a transcontinental highway because of conditions there wrought by nature.

"The visit of Mr. Fisher to this city, I believe, was one of the most successful made on the trip, at least, since I met them at Denver. Our reception was on a business basis. He was here to talk business and did so. He was pleased with everything he saw and asserted that Ogden canyon was by far the most beautiful and the road the best of any that they had encountered on their entire trip. He commented favorably on the progressive spirit manifested by the business people and agreed to give us every consideration when the final location is made of the first transcontinental highway. You are aware that Mr. Fisher represents the Lincoln Memorial Highway association which is the nucleus of a great fund which is to be expended on a transcontinental highway. There is already nearly \$6,000,000 subscribed to this fund. Mr. Fisher has subscribed \$2,000,000 of this amount and is therefore, very influential in the matter of the road. He gave the assurance that the most feasible route from coast to coast would be accepted. He also emphasized that it would not be a road from city to city, but a road from coast to coast, and illustrated it by saying that Indianapolis, the city which has subscribed a great many thousand dollars to the fund, is within one hundred and thirty miles of the proposed highway. Chicago is within thirty miles of the highway. Mr. Bookwalter and Mr. Gilbreath were also emphatic in stating that they would look to us for the necessary information regarding the roads and that the most feasible route, the route of the least resistance, everything considered, would be chosen."

JAMES PENDER IS LAID TO REST

Funeral services for James F. Pender were held at the Masonic temple yesterday afternoon and the large hall was filled with relatives and friends of the former chief of detectives. Chief of Police W. I. Norton and a platoon of police attended in a body.

Among the many floral offerings were those of the Mystic Shrine of Salt Lake, Weber lodge No. 6, and the employees of the Oregon Short Line shops.

The services were conducted by the Rev. F. A. M. Rev. J. E. Carver and Rev. W. W. Fleetwood were the speakers. A. H. Sander gave the vocal selections.

C. D. Ives, W. G. Dalrymple, I. N. Fulton, J. M. Forristall, George King and John Corlew were the pallbearers. Ten members of the Knights Templar acted as the escort to the Mountain View cemetery where interment was made. The Masonic ritual services were conducted at the grave.

Do not fail to see Mr. H. L. Carl, at Reed Hotel, Ogden, Tuesday, July 29, relative to civil service appointments.

JUDGES OF THE JUVENILE COURT

The delegates to the two-day conference of juvenile court judges and probation officers, which was held in Salt Lake, came to Ogden on the Bamberger train at 9 o'clock and went at once to the State Industrial school where they will remain during the conference.

Governor William Spry is with the party and delivered an address, explaining the workings of the juvenile court commission.

Five-minute talks were given this morning by Judges V. C. Gunnell of Ogden, T. H. Burton of Nephi, D. T. Lewis of Spanish Fork, E. D. Sorenson of Mantle, G. R. Beebe of Junction, Parley Magleby of Richfield and John N. Davis of Vernal.

"The Aims and Purpose of the School" is the subject of the address given by Supt. E. G. Gowans of the institution. Dr. Gowans explained to the visiting judges and probation officers the system in vogue in the school and the plans to increase the good work accomplished.

At noon, the girls of the domestic science department served an excellent lunch which they had prepared. In the afternoon the visitors will go through all the departments of the institution.

BRICK AGAIN IN FAVOR

It is probable that few people, even among those who are connected with the Building Trades, realize the enormous extent of the manufacture of brick in the lower Hudson river region. So large are the quantities turned out in recent years that the figures would doubtless be questioned coming from any less reliable source than the United States Geological Survey.

In a bulletin just issued by George Otis Smith, director of the Survey, it is stated that the consumption of brick in Greater New York during the year, 1912, was over a million thousands, valued at \$5,850,770. This was an increase in that year of 92,187,000 brick, and of \$1,138,137 in value over the consumption in that field in 1911. It is stated in the bulletin that the output of brick in the Hudson river district would have been still larger last year if the activity of the industry had not been curtailed by scarcity of labor and strikes among the brick-makers.

The figures given by the Survey bulletin are interesting, indicating as they do that concrete and cement construction has not superseded brick. It was freely predicted a few years ago that concrete blocks would practically displace brick as building material. It appears, according to the experts of the Geological survey, that there was a definite "back to brick" movement in the metropolis and its suburbs in 1912, and an increasing use of brick as high-class building material.

The cause of the increased use of brick is not far to seek. The menace to the brick industry by the concrete block was real, for this newer construction was widely heralded. To meet the new and apparently dangerous competition, radical changes in brick-making were introduced, and superior bricks took the place of those which had known little change for generations. Improved brick-making machinery, and scientific methods of burning, reduced the cost of brick greatly. On the other hand, little advantage was made in the quality of concrete blocks. In many cases the true formula for concrete was neglected by its manufacturers and inferior blocks were often furnished. Thus, while the brick-makers were obliged to improve the product to meet competition, there was retrogression rather than advancement in the new industry.

While the concrete block has many advantages, and when honestly made, is an excellent substitute for brick and stone under certain conditions, it has not had the anticipated effect of superseding brick for superstructure purposes. (Advertisement)

RESERVATION OF PULLMANS CHANGE

Chicago, July 24.—Important changes in the rules governing the reservation of sleeping car berths will be considered today by the executive committee of the Western Passenger association. Claiming a right of advance reservation for berths, officials on many western railroads are in favor of shortening the time within which reservations may be kept. Patrons may now claim reservations within ten minutes of train-time.

Scores of reservations are made daily and not claimed. Some passenger officials favor the cancellation of reservations an hour before a train departs. Others advocate the Canadian plan which requires travelers to purchase sleeping car tickets, refunding the price if the berth is not used.

SING SING'S SECOND FIRE

Mutinous Convicts Lead in Another Riotous Demonstration Following the Disturbances of Tuesday and Wednesday

Ossining, N. Y., July 24.—Another fire at Sing Sing prison today gave the mutinous convicts a chance for more riotous demonstrations. The blaze started in the clothing shop and the prison fire brigade extinguished it, after a hard fight, without outside aid.

It was the second fire in the prison buildings this week, although the guards had been doubled since \$150,000 worth of property was burned up there two days ago. Although it is generally believed that the fires were started by convicts, the warden has been unable to place the blame. The men at work in the building were marched out in good order and the blaze was extinguished while a chorus of yells came from prisoners locked in their cells.

Warden Clancy attributes the recent disturbances among the convicts to an order for the transfer of some of them to the state prison at Auburn. Most of the prisoners at Sing Sing come from New York City and object to being sent up state, where their friends will find it difficult to visit them. It was this element that led the mutiny yesterday, which at first promised to develop into an organized attempt at prison delivery.

Guards Were Called. After a day of disturbances by several hundred of Sing Sing's 100 convicts, extra guards were called upon last night to be in readiness for further trouble which the authorities fear would come today. Warden Clancy, however, minimized the gravity of the situation which is sequel to the \$150,000 fire that destroyed some of the prison buildings yesterday.

Signs of dissatisfaction were exhibited at breakfast yesterday. The fire threw two hundred and thirteen second and third term prisoners out of employment in the shops. They complained of the food, hurled bread and eggs about, and protested about being locked in their cells. They finally went sullenly but after being released for their noon meal refused to return. Pursued by armed guards when they fled to avoid being confined by force, the convicts backed against a pile of coal, picked up anthracite lumps and indicated their readiness to engage in a battle. At this juncture a countermanding order came that they were to be allowed to roam the prison grounds in daylight. The convicts agreed to keep the peace and did so until the warden made a round of the cells after supper, when the prisoners showed their dissatisfaction further by smashing windows and hooting.

"RED FLEET" SUCCESSFUL

During Annual Maneuvers of the British Army the "Enemy" Runs the Blockade and Lands Troops in Several Small Towns

London, July 24.—German, represented by the "red fleet" in the annual maneuvers of the British navy, now in progress in British waters, raided the east coast of Great Britain this morning and landed troops in the neighborhood of the Humber.

After the warships had engaged and defeated the defending fleet, four transports laden with soldiers ran the blockade which had been established and upset the cherished belief of the British admiralty that the British Isles were invulnerable.

Vice Admiral Sir John R. Jellicoe, commanded the fleet representing the enemy which made the successful descent on the coast.

The towns of Grimsby, Cleethorpes and Immingham were occupied by the enemy, who routed the territorial forces.

WATER BUCKET SAVES HER LIFE

Santa Fe, Kan., July 24.—Allighting head first in a water bucket suspended near the bottom of a well today, probably saved the life of Lloyd Church, son of a rancher living in West Haskell county, near the Colorado line. While playing around a fifty-foot well the boy fell into it. He was rescued by his 11-year-old sister, who drew the bucket and boy to the surface. Church's left arm and shoulder blade were broken.

NO DECISION ON SKYSCRAPER ANNEX

It is not known yet whether the Eccles steel building will be completed to the property line of the building recently acquired from the Commercial National bank people or a space of about twenty-three feet be left until such time as the Nye store building can be razed and a steel structure made to cover the entire space.

David C. Eccles, administrator of the Eccles' estate, states that the situation is unchanged regarding the disposition of the Nye store and that definite plans cannot be entered into regarding a new building on the ground until a settlement of some kind can be made with the lessee. However, Mr. Eccles states that he is making no plans just now further than to carry out specifications respecting that part of the skyscraper now in course of construction.

The contractors say that if an agreement should be had with Nye by which the steel work could be extended over the space occupied by his store, it would require not more than sixty days to raze the building and begin the placing of steel. At any rate, the present construction work will be continued, the expectation being that in all probability the annex can be begun at about the time of completion of the present plans.

PRISONERS ARE ENJOYING A REST DAY

Nineteen prisoners are permitted to remain in the county jail today and rest from the arduous labors of road building. They appreciate the vacation and will begin activities tomorrow with renewed energy.

Speaking of the rock crusher work at the point of the mountain, one of the prisoners said this morning: "Jail birds are always great workers. You know, and we will surely make a big hit tomorrow, after a Pioneer day rest. Still settling all joking aside, the average man would rather have something to do than to remain idle in a cell. There are some, however, who do not care to work under any conditions."

OUR PIONEERS

Hilma Attwooll, Ogden, Utah
 O'er lonely plains, hills and mountain slopes
 With hand-carts and ox-teams slow,
 Our brave and sturdy pioneers
 Came many years ago.

O'er the untrodden wilderness,
 Trappers' trails and pathless way,
 Beside the "prairie schooners"
 They plodded day by day.

They suffered untold hardships,
 And coped with redskins bold;
 They knew want and privation,
 Rain, snow and bitter cold.

Their struggles on the fearful march
 Can never be described;
 The heartache, nor the blinding tears,
 For those, that drooped and died.

Yet on, on, ever onward—
 In dauntless exodus,
 Till lo, behold; they reached their goal
 Worn, but victorious.

They humbly knelt in prayerful thanks,
 Upon the barren sod,
 And every voice rose in glad song
 Of praise, unto their God.

With willing hands and implements crude,
 They tilled the arid soil,
 And lo, our Eldorado,
 Is the fruitage of their toil.

Utah, fair monarch of the West,
 Built by staunch pioneers,
 Thy beauty and prolific heart
 Reveals prodigious spheres.

CARD OF THANKS.

We wish to express our heartfelt thanks to all those who assisted during the illness and death of our beloved son, Carl.

Also for the beautiful floral offerings—the speakers who spoke words of comfort and the singers for the sweet music.

May they all receive the same kindness in their hour of sorrow.
 CHRIS JOHNSON AND FAMILY
 (Advertisement)

TODAY IN CONGRESS

Washington, July 24.—Day in congress—

Senate.

Debate on tariff bill was resumed. Senator Weeks attacking the bill and

assailing President Wilson for aiding in framing the measure. Lobby committee continued reading into record Mulhall's correspondence. John P. Murphy, Knoxville, Tenn., named postmaster of the senate.

House.
 Republican Leader Mann continued his filibuster against any business until the Diggs-Caminetti resolution has been debated.

Adjourned at 12:35 p. m., until noon Friday.

ARREST GAY LOTHARIO
 Portland, Ore., July 24.—With a trunk full of letters from women who signed all degrees of affection, Dr. Archibald M. Waters of Detroit, Mich., was arrested early this morning at a downtown hotel. The police say Dr. Waters is wanted in San Francisco to face a charge of having taken \$500 from a woman known in Portland as a Miss I. C. Smith. Waters is known also as Walker and Walters. He was taken after a ten-hour pursuit on telegraphic advices from San Francisco.

BURGLARS ARE IN RESIDENCE DISTRICT

W. F. Bangasser, chief clerk of the railway mail service at Ogden, reported to the police at 1:30 o'clock this morning that his home at 2546 Grammercy and the home of a neighbor had been the scene of the activity of two burglars.

Mr. Bangasser awoke as the burglars tried to enter his front door with a skeleton key and his movements frightened the men away. They tried to enter the house to the south of the Bangasser home but left without going in.

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